

TEN YEARS OF ROAD PROGRESS

How Sauk County Farmers Got Out of the Mud.

STICK-TO-IT-IVENESS DID IT.

After Generations of Climbing Through Swamps and Ruta on Market Days Southern Wisconsin Citizens Banded Together and Worked Hard.

For two generations the farmers traveled bad roads in Sauk county, one of the progressive agricultural counties of southern Wisconsin. The second generation and their sons have rebelled and are now conquering the steep, muddy hills and long, sandy stretches, says a writer in the Country Gentleman. From a county with perhaps the poorest roads in the state to a county with an unexcelled system of county highways is the proud achievement of less than ten years.

A definite system of county highways has been established and plans made for their permanent improvement. Five complete road improvement outfits consisting of rock crushers and gasoline road rollers are owned and operated by the county under the direction of the county highway engineer. Wheeled scrapers, road graders and gravel wagons are purchased by the county and furnished to the individual towns for use on large jobs.

A single example of what is being done by this county may serve to spur other counties and communities on in an endeavor to eliminate or even surpass the thrifty farmers of Sauk.

The fertile valley of the Honey creek and its tributaries lies in the southern part of this county. Grandfather, father and son living in this valley have been compelled each market day to face the problem of bad roads. Bad roads have meant to them, as they have meant to thousands of other farmers, an inevitable big bill. In the early sixties and seventies, when grandfather raised



SECTION OF THE ROAD ON "BIG HILL," SAUK COUNTY, WIS.

wheat, neighbor helped neighbor to "double up" the big hill. A grade in many places of nearly one to six, or fifteen in a hundred feet, and a sticky, silty red clay have brought many a faithful farm horse to his knees and have sorely tried the patience of the driver.

A narrow road, hemmed in on each side by overhanging trees—on the north side of the hill when winter's snow lingered long into the spring—the state of the big hill was the factor deciding for or against the projected trip to the market town. Conditions slowly changed. The road grader came, and with power furnished by horses or in some cases by a traction engine the hill road was soon widened. Better drainage was provided. Trees were cut away, giving the sun and wind an opportunity to dry out the ever present mud.

The rise of the dairy industry, the weekly marketing of hogs, the coming of rural free delivery and the purchase of automobiles have all been factors contributing to a demand for still greater improvement. Even though a hill 223 feet high with a 15 per cent grade in many places interposed itself between the Troy and Honey creek farmers and their market, the stage was at last reached where they could no longer afford to hesitate. Under the splendid leadership of a county highway engineer and with the advice and assistance of the state highway commissioner they resolved to conquer this ancient foe.

A survey showed that much of the grade could be reduced to eight feet or less in a hundred. The roadbed was carefully prepared for the laying of a limestone macadam nine feet wide and from twelve to fifteen inches deep. Four thousand three hundred and thirty-two dollars has been expended in crushing limestone rock, hauling the gravel and in the laying of the macadam limestone on one and a quarter miles of road. Of this sum the town has furnished \$1,700, the county a similar sum and the state \$800. The conquering of the big hill, including grading and macadamizing, has cost about \$4,500 a mile.

ROAD MAXIMS.

Money spent for the construction of permanent roads is an investment and not a tax. Maintenance is more important than construction just now. Every township should own a road roller. A cheap road is the most expensive road. There is no improvement so necessary to the prosperity of the nation as the betterment of our public roads. Quick communication and cheaper transportation over all wagon roads are demanded by everybody. The most vital question now is how to get better roads. No internal improvement is so essential as public roads. The road is the connecting link of civilization. The basis of all transportation is the wagon road. Maintenance must not be overlooked.—Better Roads.

GOOD ROADS WOULD SAVE \$250,000,000 FOR FARMERS

That Much Wasted in Crop Haulage in Record Year.

J. L. Pennybaker, Jr., executive secretary of the American road congress, makes the assertion that \$250,000,000 would be saved in the cost of hauling this year's record breaking crops if 20 per cent of our public highways were improved, thus reducing the cost of horse haulage and permitting an extensive use of motor trucks.

At the present time only about 8 per cent of American highways can be classed as improved. The main object of the American road congress is to so influence public opinion that the number of miles of improved highways will be rapidly increased in the next few years. Interesting figures and statistics have been compiled to prove the economic advantages of improved highways.

"The government's prediction that the crop now being harvested will exceed any previous year's yield," said Mr. Pennybaker, "should serve to call attention to the great losses that are being sustained by farmers and consumers in the hauling of crops. It is estimated that the improvement of the main roads of this country, approximately 20 per cent, would result in an annual saving of at least \$250,000,000 in the cost of hauling alone, which would be sufficient to improve 50,000 miles of road at a further cost of \$5,000 per mile. In five years this would improve 250,000 miles, which would be sufficient to bring the total mileage of improved roads up to 20 per cent."

THE OLD NATIONAL ROAD.

Blazed like a blinking comet
From the heart of a nation's domain,
Piercing the uncut forests
With a skillful, steady aim,
Leaping streams of a Braddock's pass,
Riding plains with quiet peace,
Tipping mountains with bounding stride,
Through wilds of a buffalo trace,
A river of human progress
Probing the myriad mills,
Awakening the silent west
In its course o'er rifted hills,
Bridging the lapse of commerce,
Welding the billowing seas,
Felling the hurled thickets
With a mighty giant ease,
Mying the anvil of statehood,
Where migrant hearts have sought
Homes, which this monster builder
In its magic away has wrought.

USE TAXES FOR ROADS.

Wicomico County, Md., Starts Improvement Campaign. According to a law recently passed by the Maryland legislature, the office of roads engineer has been created in Wicomico county, and a tax for road and bridge expenditures has been fixed at a minimum of 20 cents on the \$100 of assessable property. The term of office of the roads engineer is four years and the salary \$1,800, with an allowance of \$300 for traveling and other expenditures. Under the terms of the present arrangement the road levy for 1912 will amount to \$25,000.

Build For Permanency. Land and property, said a speaker at a good roads convention, were valuable in proportion to their accessibility to market or pleasure, and whatever adds to the accessibility enhances values. The history of the country, he stated, bore witness to the most useless and wasteful extravagance in the use of money and labor on its highways, and the lesson to be learned was to build, as did the ancients, for permanency and with the utmost care and thought for the future.

The Bad Roads Tax. If those who complain at voting bonds, to build good roads would think they would find that the tax on poor roads that they have been paying is sufficient to build considerable highways. Poor roads mean poor farming and poor farmers, and unfortunately are those who live near such highways.—Farm and Ranch.

More Real Work Needed. A good roads convention is always a helpful institution, but there are a great many people who would do well to spend more time in making roads instead of attending conventions.

THE GREAT COST OF ROAD MAINTENANCE.

Macadam Must Be Constantly Watched—Brick Wears Well.

At the recent road congress S. Percy Hooker, who has had long experience as superintendent of highways in New York and New Hampshire, declared that the cost of maintaining all varieties of improved roads is about the same if the interest on the investment is counted. He thinks that the greater cost of building a brick road makes an interest charge equivalent to the cost of maintaining a macadam road.

All this may be true, but one fact remains in favor of the brick road—it will be maintained by not wearing out, whereas the macadam road is likely to wear out by not being maintained. A constant bill for maintenance is harder to pay, it appears, than a bill for interest on money invested. If it will be maintained there is no objection to any form of good road, but maintenance seems to be a doubtful thing, and the way to have a good road is to get it in its most nearly permanent form at the start. The money spent on many macadam roads has been practically thrown away for lack of their proper maintenance. The money spent on brick roads is still paying dividends in good service. And that is why it is better to build brick roads in our present uncertain and growing stage of road work.—National Stockman and Farmer.

Jack Patterson is breaking the new...

les, Oregon, on March 4, 1913. Any settler who was actually and in good faith claiming any of said lands for agricultural purposes prior to January 1, 1906, and has not abandoned same, has a preference right to make a homestead entry for the lands actually occupied. Said lands were listed upon the application of the persons mentioned below, who have a preference right subject to the prior right of any such settler, provided such settler or applicant is qualified to make homestead entry and the preference right is exercised prior to March 4, 1913, on which date the lands will be subject to settlement and entry by any qualified person. The lands are as follows: The W 1/2 of SE 1/4, and the SW 1/4 of NE 1/4, Sec. 29, T. 17 S., R. 18 E., W. M., containing 120 acres, application of E. Warwick Hardenbrook, Roberts, Oregon; list 6-788. The SE 1/4, Sec. 9, T. 20 S., R. 14 E., containing 160 acres, application of Eldorado Vesceles,

Bend, Oregon; list 6-800. A tract of 160 acres within Sec. 1, T. 12 S., R. 19 E., described by metes and bounds as follows: Beginning at corner No. 1, a rock marked H-1, whence the Forest Service monument, hereinafter described, bears N. 23 deg. W. 8 chains 29 links; extending thence N. 36 deg. E. 20 chains; thence E. 9 deg. W. 15 chains; thence S. 80 deg. W. 30 chains; thence S. 33 deg. E. 30 chains; thence S. 88 deg. E. 4 chains to corner No. 1, the place of beginning. Said Forest Service monument bears N. 11 deg. 50 min. E. 26 chains from the Southwest corner of Sec. 1, T. 12 S., R. 19 E. Said tract was listed upon the application of Ervin H. Sleeman, Mitchell, Oregon; list 6-811. The NE 1/4, Sec. 9, T. 20 S., R. 14 E., containing 160 acres, application of George W. Reels, Bend, Oregon; list 6-820. Approved, December 10, 1912, H. V. Proudft, Assistant Commissioner of the General Land Office. 45-48

NOTICE FOR PUBLICATION

Department of the Interior, U. S. Land Office at The Dalles, Oregon, December 16th, 1912. Notice is hereby given that Neils Anderson of Bend, Oregon, who on January 5th, 1909, made desert land entry No. 02181, for NE 1/4 NE 1/4, sec. 21, and W 1/4 NW 1/4, section 22, township 17 south, range 12 east, Willamette Meridian, has filed notice of intention to make final proof to establish claim to the land above described, before H. C. Ellis, U. S. Commissioner, at his office at Bend, Oregon, on the 8th day of February, 1913. Claimant names as witnesses: Archie Pattie, Adam Koltzman, Charles Boyd, Walter Daniels, all of Bend, Oregon. C. W. MOORE, Register.

BEND FUEL CO.

All kinds of fuel delivered promptly at lowest market prices. PHONE YOUR ORDERS.

Candies, Fruits, Nuts

FRESH POPCORN AND PEANUTS POST CARDS 1c EACH. Photographs of Deschutes Valley Boyd Building--Greenwood Avenue ROY VINYARD CLIFFORD BURGIN

J. J. RYAN Sanitary Plumbing

STEAM AND HOT WATER HEATING, JOBBING Promptly Attended to. Postoffice Box No. 171 Office on Wall Street with Chas. Hunter

Billiards and Pool

Fine and Popular Line of CIGARS Robert Blackwell Wall Street, Bend, Oregon

N. P. WEIDER PAINTER AND PAPERHANGER

Estimates on Wall Paper at application Portland Prices Cheapest and Best Wall Paper Samples in the county. Get My Prices. Shop on Oregon Street, near of Deschutes Bank BEND, OREGON

Clover Leaf Dairy


PURE MILK AND CREAM TELEPHONE and we will deliver S. L. STAATS, Prop.

RESTORATION TO ENTRY OF LANDS IN NATIONAL FOREST.

Notice is hereby given that the lands described below, embracing 500 acres within the Ochoco and Deschutes National Forests, Oregon, will be subject to settlement and entry under the provisions of the homestead laws of the United States and the act of June 11, 1906 (34 Stat., 233), at the United States land office at The Dal-

TRY THE NEW White River Flour

Manufactured by Oregon's finest Mill. Notice the taste--you'll like it. Made to comply with the pure food laws, therefore, NOT BLEACHED, but PURE AND WHOLESOME. NOW FOR SALE BY



L. B. MISENER

Bend, Oregon.

Legal Blanks

OF ALL KINDS

- Blank Notes
- Rent Books
- Receipt Books
- Agreements
- Sales Contracts
- Crook County Maps
- Central Oregon Maps
- Scratch Pads
- Township Plats
- Cruisers' Books.

We take orders for Rubber Stamps.

The Bend Bulletin